WINDY HILL ROAD/MACLAND ROAD CONNECTOR - SELECTION MATRIX

	Alternative 1	Alternative 1A	Alternative 1B	Alternative 2	Alternative 2B	Alternative 3A
General Description	FM **Macland Rd/McEachern Manor** to **Austell Rd/Windy Hill Rd** via flood plain bridge and over Callaway Rd.	FM **Macland Rd/McEachern Manor** to **Austell Rd/Windy Hill Rd** via shorter flood plain bridge by displacing homes south of flood plain and over Callaway Road.	FM **Macland Rd/McEachern Manor** to **Austell Rd/Windy Hill Rd** via shorter flood plain bridge by displacing homes on south and east side of flood plain and under Callaway Road. Also, includes improvements to Callaway Rd bridge.	FM **Macland Rd/Powder Springs Rd** to **Austell Rd/Windy Hill Rd** via MEAG transmission lines, under Cumberland Club Rd, and bridge through flood plain and over Callaway Road.	FM **Macland Rd/Powder Springs Rd** to **Austell Rd/Windy Hill Rd** via MH Park, Cumberland Pl, Callaway Greens, under Callaway Road alongside the park, and over Olley Creek.	FM **Macland Rd/Powder Springs Rd** to **Austell Rd/Windy Hill Rd** via mobile home park, Kolb Ridge s/d, existing Callaway Rd and new alignment to Windy Hill Rd.
Project Length (miles)	**2.75**	**2.77**	**2.80**	**2.63**	**2.06**	**2.36**
General Typical Section	Varies 2 to 4 lanes; rural	Varies 2 to 4 lanes; rural	Varies 2 to 4 lanes; rural	Varies 2 to 4 lanes; rural	Varies 2 to 4 lanes; rural	4 lanes, 20' raised median; varies rural to urban.
Overall Level of Service (LOS) 2032 New Road	LOS C (27.4 mph)	LOS C (27.4 mph)	LOS C (27.4 mph)	LOS B (29.1 mph)	LOS B (29.1 mph)	LOS C (23.5 mph)
Callaway Road Volume Change Compared to 2032 No-Build	-33%	-33%	-33%	-36%	-36%	+73%
Right-of-Way						
Total Parcels Impacts (incl displ)	29	60	73	42	59	97
Residential Displacements	14	28	38	11	29	26
Commercial Displacements	2	2	2	2	2	2
Mobile Home Displacements	0	0	0	12	51	24
Cost Estimate						
Engineering	$2,265,483	$2,265,483	$2,265,483	$2,265,483	$2,265,483	$2,265,483
ROW	$9,184,000	$12,430,000	$15,040,600	$7,776,000	$16,410,000	$12,640,000
Utility	$700,000	$700,000	$650,000	$6,350,000	$1,150,000	$1,150,000
Construction	$34,404,950	$27,557,715	$22,952,829	$33,948,175	$18,762,926	$20,088,042
Total Project Cost	**$46,554,433**	**$42,953,198**	**$40,908,912**	**$50,339,658**	**$38,588,409**	**$36,143,525**
New or Upgraded Traffic Signal Locations	**3 Total (2 New, 1 Upgrade)**	**3 Total (2 New, 1 Upgrade)**	**3 Total (2 New, 1 Upgrade)**	**2 Total (2 Upgrades)**	**2 Total (2 Upgrades)**	**5 Total (3 New, 2 Upgrades)**
	Macland Rd/McEachern Manor Dr	Macland Rd/McEachern Manor Dr	Macland Rd/McEachern Manor Dr	Macland Rd/Powder Springs Rd	Macland Rd/Powder Springs Rd	Macland Rd/Powder Springs
	Powder Springs Rd	Powder Springs Rd	Powder Springs Rd	Austell Rd/Windy Hill Rd.	Austell Rd/Windy Hill Rd.	Callaway Rd North tie
	Austell Rd/Windy Hill Rd.	Austell Rd/Windy Hill Rd.	Austell Rd/Windy Hill Rd.	-	-	Al Bishop Rd
	-	-	-	-	-	Callaway Rd South tie
	-	-	-	-	-	Austell Rd/Windy Hill Rd.
Construction Staging/Maintenance of Traffic	1) Minimal staging concerns with new location.	1) Minimal staging concerns with new location.	1) Minimal staging concerns with new location.	1) Major MEAG relocation staging.	1) Minimal staging concerns with new location. 2) Cut and cover under Callaway Road may disrupt existing traffic.	1) Major impact to existing Callaway Road traffic, especially during events at JR Miller Park.
Environmental Impacts	1) Major wetland and stream impacts, minimized with use of bridge and walls.	1) Major wetland and stream impacts, minimized with use of bridge and walls.	1) Major wetland and stream impacts, minimized with use of bridge and walls.	1) Major wetland and stream impacts, minimized with use of bridge and walls.	1) Minor wetland and stream impacts, minimized with use of bridge and walls.	1) Minor wetland and stream impacts, minimized with use of bridge and walls.
Utilities	1) GP, 2)Minor MEAG crossing, 3)Utilities at Austell Rd	1) GP, 2)Minor MEAG crossing, 3)Utilities at Austell Rd	1) GP, 2)Minor MEAG crossing, 3)Utilities at Austell Rd	1) Major MEAG impacts, 2) Cell Tower displacement, 3) GP, 4)Utilities at Austell Rd	1) Minor MEAG crossing, 2) Cell Tower displacement, 3) GP, 4)Utilities at Austell Rd	1) Minor MEAG crossing, 2) Cell Tower displacement, 3) Some utility relocations along portion of Callaway Rd, 4) GP, 5) Utilities at Austell Rd.
Required Number of New Major Structures	**1**	**2**	**2**	**1**	**3**	**2**
	Olley Creek, Flood Plain, Callaway Rd (5300')	Olley Creek West (850')	Olley Creek West (400 LF)	Olley Creek, Flood Plain, Callaway Rd (5300')	Mobile Home Park Bridge (100 LF)	Mobile Home Park Bridge (100 LF)
	-	Eastern Flood Plain/ Callaway Rd (2550')	Callaway Rd Bridge Improvement	-	Arched Culvert under Callaway Rd (180 LF'	Olley Creek Bridge (700 LF)
	-	-	-	-	Olley Creek Bridge (475 LF)	-
Required Number of Permits	**4**	**4**	**4**	**4**	**3**	**3**
	404 Permit - NWP 14, Possibly IP	404 Permit - NWP 14, Possibly IP	404 Permit - NWP 14, Possibly IP	404 Permit - NWP 14, Possibly IP	404 Permit - NWP 14, Possibly IP	404 Permit - NWP 14, Possibly IP
	CLOMR	CLOMR	CLOMR	CLOMR	Stream Buffer Variance	Stream Buffer Variance
	Stream Buffer Variance	Stream Buffer Variance	Stream Buffer Variance	Stream Buffer Variance	GDOT Signal and Encroachment Permit	GDOT Signal and Encroachment Permit
	GDOT Signal and Encroachment Permit	GDOT Signal and Encroachment Permit	GDOT Signal and Encroachment Permit	GDOT Signal and Encroachment Permit		

QUALITATIVE ASSESSMENT

Overall Impact to Surroundings (including visual impacts)	High	High	High	High	Medium	High
Overall number of ROW Parcels Impacted	Low	High	High	Medium	Medium	High
Impact to Traffic from JR Miller Park Events	Low	Low	Low	Low	Low	High
Environmental Impacts	High	High	High	High	Medium	Medium
LOS	Good	Good	Good	Best	Best	Good
Number of Median Openings	Medium	Medium	Medium	Low	Low	High
Number of Signals (New and Upgraded Signals)	Medium	Medium	Medium	Low	Low	High
Project Cost	High	High	High	High	Medium	Low

Notes:

1 Alternatives 2A and 3 were determined to be not feasible. Did not achieve an acceptable LOS and did not meet the goals of the project.

2 The costs shown in this estimate represent an estimate of probable costs prepared in good faith and with reasonable care. HNTB has no control over the costs of construction labor, materials, or equipment, nor over competitive bidding or negotiating methods and does not make any commitment or assume any duty to assure that bids or negotiated prices will not vary from this estimate.